



General	99
Buoyage System	99
Currency	99
Government	99
Holidays	100
Ice	100
Industries	101
Languages	101
Magnetic Field	101
Mined Areas	101
Navigational Information	101
Pilotage	101
Prohibited Areas	102
Regulations	102
Routes	103
Search and Rescue	104
Signals	104
Time Zone	111
U.S. Embassy	111
Appendix I	113
Appendix II	117
Appendix III	119

General

Russia is located in Northern Asia and borders the Arctic Ocean between Europe and the North Pacific Ocean.

The climate varies from steppes in the S to humid continental in much of the European part. The polar North has tundra and Siberia is subarctic. Winters are cool along the Black Sea to frigid in Siberia. The S shores of the Arctic Ocean are fringed by a belt of barren country, sometimes steep, rocky, and descending in more or less abrupt cliffs to the sea, but more often sloping down gently in mudbanks and sandhills; this belt is known as the tundra.

The Ural Mountains extend approximately along the meridian of 60° E from the Arctic Ocean nearly to the Caspian Sea and roughly separate Russia in Europe from Siberia.

The Obdorsk or Northern Urals, which begin within a few miles of the head of Karskaya Guba (69°18'N., 64°59'E.) and extend SW as far as the 64th parallel, form a distinct range, stony and craggy, sloping steeply SE and gently towards the marshes of European Russia.

The major rivers flowing into the Arctic Ocean are the Ob, the Yenisey, the Pyasina, the Lena, the Yana, the Indigirka, and the Kolyma.

Passage along the rivers forms the principal access from the Arctic coast to the hinterland during the navigational season.

Buoyage System

IALA Maritime Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Currency

The official currency is the ruble, consisting of 100 kopeks.

Government

The Russian Soviet Federative Socialist Republic (RSFSR) adopted a constitution in April 1978. In June 1990, the RSFSR adopted a declaration of republican sovereignty and became a founding member of the Commonwealth of Independent States (CIS). In addition, it adopted the name "Russian Federation."

The Soviet Union was dissolved on 24 August 1991.

A constitution was adopted on 12 December 1993. According to this constitution, Russia is a democratic federal legally-based state with a republican form of government.

The legal system is based on civil law system requiring judicial review of legislative acts.

The capitol is Moscow.

Holidays

The following holidays are observed:

New Year's Day	January 1
Russian Orthodox Christmas	January 7
International Women's Day	March 8
Spring and Labor Holiday	May 1 and 2
Victory Day	May 9
Independence Day	June 12
Day of the Russian Federation State Flag	August 22
Day of Accord and Conciliation	November 7
Constitution Day	December 12

Ice

Icebreakers

Russian Regulations Concerning Icebreaker Assistance

The following are extracts from Russian regulations concerning assistance from icebreakers:

1. Requests for icebreakers to conduct vessels through ice must be made, in harbor, to the port director, and at sea to the master of the icebreaker.
2. Every vessel to be conducted must have onboard sufficient fuel and provisions, timber, quick-setting cement, plaster, mats etc.; the ship's pumps and radio must also be in working order. If these conditions are not met and also if the vessel does not have valid certificates of seaworthiness, the port director or, if at sea, the master of the icebreaker, has the right to decline to assist the vessel.
3. Every vessel requiring the assistance of an icebreaker must await the arrival of the latter before entering the ice. The time, number and order of vessels following through the ice, or the time if only one vessel is going, is determined by the port director, or if at sea, by the master of the icebreaker.
4. Masters of vessels following an icebreaker through ice must act in accordance with the orders of the master of the icebreaker, with respect of their movements, to ensure the quickest and safest passage through the ice.
5. Vessels following an icebreaker may not overtake one another. The distance between ships must be maintained as accurately as possible.
6. Vessels following an icebreaker must be ready to go full speed astern immediately. When a vessel gathers sternway, the rudder must be set amidships.
7. Vessels being towed through ice must not use their engines for going ahead without a definite order from the master of the icebreaker. They must at all times be ready to cast off the tow on instructions from the master of the icebreaker, and also to go full speed astern.
8. The order of vessels to follow the icebreaker usually is warship, mail and/or passenger ships, cargo vessels with priority freight, and then the remaining vessels depending on their time of arrival at the ice edge, or readiness to leave harbor.

9. If a vessel in ice sustains damage or begins to leak, the master must immediately take measures to deal with the damage and, at the same time, radio the captain of the icebreaker.

10. In the event of damage to a vessel following an icebreaker, the damaged vessel must make the distress signals prescribed by the International Code of Signals.

11. Vessels following an icebreaker must be guided by the signals contained in the International Code of Signals, which may be made by RT, visually, by whistle or on the siren. Except for the signals 'Be ready to take (or cast off) tow line', they must be repeated by each ship in turn, beginning with the one nearest the icebreaker or vessel making the signal.

12. When it is necessary to make an emergency alteration of course of the convoy, orders by radio must be repeated by the appropriate sound signals.

13. The instructions of the icebreaker, given by these signals, must be obeyed immediately by the vessels addressed. If the orders of the master of the icebreaker are not carried out by the master of a vessel under escort, the master of the icebreaker has the right to refuse to escort the latter vessel any farther until his instructions have been executed.

14. Neither the icebreaker, nor the owner of the icebreaker, nor the charterer, is responsible for damage or loss liable to be caused to the vessel conducted, while being escorted through the ice.

15. Merchant vessels of all flags can use the services of the icebreakers without charges from the port authorities for:

- (i) Escort from the edge of the ice into port.
- (ii) From the port to sea.
- (iii) Within the limits of the port.
- (iv) The towrope when its use is deemed necessary by the master of the icebreaker.

The service offered for mooring of ships for loading and unloading operations, bunkering, docking, etc, is done for payment.

16. The master of every vessel which requires the assistance of an icebreaker for passing through ice must declare his readiness to comply with these regulations. The master of the vessel following an icebreaker must at all times be certain of his own position.

Ice-worthiness

Russian ship classification rules in force in 1977 distinguished six classes of ice-worthiness. In ascending order, they were:

L4, L3, L2, L1—cleared for navigation astern of an icebreaker in various conditions in the Black Sea, the Arctic Ocean, and the White Sea.

UL—cleared for navigation astern of an icebreaker as well as independent navigation in ice cakes in Arctic seas, or in other regions with similar ice conditions during the navigational period.

ULA—cleared for navigation astern of an icebreaker, as well as independent navigation in small floes in Arctic and Antarctic seas during the whole navigational period in continuous ice up to 0.5m thick.

Apart from icebreakers, which have their own classification, only ships in the classes UL and ULA are cleared for the Northern Sea Route.

Industries

Natural resources include agricultural land, fishery, and forests. Within the Russian Federation mineral resources include iron ore, oil and gas, gold, platinum, copper, zinc, lead, and tin.

Industries include iron and steel, electrical power, manufacture of vehicles, timber, agriculture and fisheries, cement, clothing, radio and television, paper, foodstuffs, petroleum refinery, aluminum, and forest products.

Exports include oil and gas, iron ore, paper, vehicles, machinery, and steel.

Languages

The official language is Great Russian.

Magnetic Field

Magnetic Variation

Due to high latitudes, the horizontal component of the earth's magnetic field is very small throughout this area. The effects of both local magnetic anomalies and of magnetic storms therefore create a much greater deflection of the compass needle compared to lower latitudes.

Additionally, the area lies in or near the region of maximum auroral frequency where there is a high level of magnetic disturbance. During a severe magnetic storm, the resultant deflection of the compass may amount to several tens of degrees.

In the Kara sea the average number of days per month on which the range of the deflection of the compass needle due to magnetic storms may reach a value of 4° may amount to ten. In the Laptev Sea, severe magnetic storms occur on not more than 4 or 5 days per month, but deflections of as much as 4° may occur on as many as 10 days per month. In the East Siberian Sea, deflections of up to about 4° may occur on about 10 to 12 days per month.

The magnetic variation in these regions also undergoes a diurnal fluctuation reaching its maximum about 0600 and 1800, and its minimum about 1100 and 2300. Under normal magnetic conditions the range of these fluctuations is about 11' at Proliv Matochkin Shar, 16' at Ostrov Dikson, 70' on a line between Mys Chelyuskina and Mys Anisiy, Ostrov Kotel'nyy, and 20' off Lena delta. A report of larger fluctuations was observed at Bukhta Ledyanaya.

It should be noted that the value of the magnetic variation changes rapidly from E to W, and that, as far as can be ascertained from the incomplete observations so far obtained, this change is by no means uniform in many places.

Magnetic observatories have been established at Proliv Matochkin Shar, Ostrov Dikson, and Mys Chelyuskina, and these will supply information regarding alterations in the earth's magnetic field on demand by radio.

During the navigational season, the Dikson radio station broadcasts information regarding the state of the earth's magnetic field; these broadcasts are primarily intended for the use of vessels bound between Proliv Yugorskiy Shar or Proliv Matochkin Shar and Ostrov Dikson, but they will give an indication of the occurrence of magnetic storms.

Mined Areas

Mines laid during World War II (1939-45) have not been swept in some areas. It is now considered that there is no risk involved to surface navigation from the mines; however, the risk of danger still exists to ships anchoring, trawling, or conducting seabed operations. Uncharted wrecks and shoals may also be present in these waters. [For details of the mined areas, see Appendix II.](#)

Navigational Information

Navigable Season (Russian Arctic)

Since large clearings in the ice are usually not found in June, the W part of the Kara Sea is navigable towards the end of June with an icebreaker assisting. In July, navigation through ice is possible without icebreaker s in the S part of the Kara Sea. The sea becomes accessible for navigation on the average period between the beginning of August to the end of September. During a mild weather year this period may last a few weeks longer. In most favorable years the sea is navigable from the end of July to the middle of October. On the other hand, prevailing NW winds can keep the E part of the Kara Sea ice-bound in June, July, and August.

During winters, vessels assisted by icebreakers have reached the oil and gas installation on Poluostrov Yamal on the E shore of the Kara Sea. Year-round operation, through the Kara Sea to Dudinka on Reka Yenisey, has been possible.

Radio Aids to Navigation

Radiobeacons

Radiobeacon coverage is available in the following areas:

1. North extremity (77°N., 68°E.) of Novaya Zemlya.
2. Approaches to Proliv Karskiye Vorota (70°30'N., 58°00'E.) and Proliv Yugorskiy Shar (69°40'N., 60°20'E.).
3. Approaches to Obskaya Guba (73°N., 73°E.), Gavan' Dikson (73°30'N., 80°28'E.), and Yeniseyskiy Zaliv (73°N., 80°E.).

No information about radiobeacons is available for the following areas:

1. Proliv Matochkin Shar (73°20'N., 54°00'E.).
2. Areas to the E of 90°E.

Pilotage

Pilotage is compulsory for entry to and departure from all Russian ports and for mooring and casting off. Pilots should be ordered through their agent 12 hours in advance and confirmed 4 hours prior to arrival, unless otherwise stated by individual ports.

Vessels should send their ETA via their agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should however, confirm their ETA 14 days, 72 hours, and 12 hours before arrival.

In addition, masters must indicate that the vessel has certification guaranteeing civil responsibility for damage from oil pollution.

The following information is required by the Port Authority:

1. Name and flag of vessel.
2. Port of departure (last port of call).

3. Vessel's draft at bow and stern.
4. Cargo capacity of vessel, volume of hold, measurements.
5. Name and quantity of cargo and its distribution by hold (for tankers, in addition, indicate type and disposition of ballast).
6. Requirements from port services.

Information concerning a vessel's sanitation state must be reported in accordance with current sanitation, veterinary, and quarantine regulations.

A vessel's arrival in port must be registered directly with the Port Authority or with a representative of the Transport Fleet Maintenance Service, within the first 6 hours in port for completing sanitation, quarantine, customs, and border formalities.

On sailing, the Port Authority must be informed of intended departure at least 6 hours in advance; during a short term anchorage (less than 6 hours) at least 2 hours notice is required.

Pilotage requirements are uniform for all foreign flag vessels but come under the purview of local pilotage laws. Pilotage requirements may therefore vary from port to port. In the majority of ports, entry and departure of vessels take place around the clock. In some ports, pilotage is carried out with the aid of tugs. In others, shore radar and radio direction-finding stations are used.

Prohibited Areas

Regulated or Prohibited Areas

Regulated areas include areas where navigation is prohibited or restricted and fishing or anchoring are prohibited. These areas are usually charted.

Regulated areas also include where navigation is periodically prohibited, and periodically declared dangerous areas to navigate.

Radio warnings are given for the areas where navigation is periodically prohibited; [for further details, see Appendix I](#).

Radio warning are also given for areas periodically declared dangerous for navigation, which may include various firing, danger, and exercise areas. Danger areas may lie partly or wholly outside the Russian territorial waters. If the danger area lies close or adjacent to its territorial waters, a warning is announced giving the date on which it becomes dangerous for navigation. Similar warnings may be broadcast concerning other areas previously not designated as areas where navigation is periodically prohibited. [For details, see Appendix I](#).

The limits of regulated areas are shown on Russian Federation Charts and the areas are listed in the handbooks for those vessels visiting Russian Federation ports. This handbook is issued by the Russian Federation Ministry of Defence, Central Department of Navigation and Oceanography. Changes to the regulated areas are announced by NAVIM or NAVIP. The Russian Federation authorities place responsibility on the ship's master for any violation of the limits of a regulated area.

Fortified Zones

When control of navigation in a specific area is established, it is named a "Fortified Zone" by the Russian Federation authorities. Request must be made to enter or leave fortified or

controlled areas, and pilotage is mandatory through these zones.

Pilots must board vessels immediately on request, and masters must take all safety precautions for embarking them. Special regulations are in force in these zones, and the pilot's instructions concerning the special regulations must be followed. In fog, navigation is usually prohibited through these zones. In bad weather, when the pilot cannot board a vessel, the pilot boat may lead the vessel to a position where embarkation can take place, but only if agreed by both the master and the pilot. In such cases, continuous communication must be maintained between the vessel and the pilot boat.

Masters must allow the pilots to use the ship's radio transmitter in order to communicate with the nearest shore station or the pilot vessel. In addition, pilots must be allowed to use the ship's electronic navigation equipment when under adverse weather conditions.

The pilot will provide a copy of the Obligatory Regulations for the port to the person in command of a vessel visiting the port for the first time. Pilots are forbidden to disembark before the vessel is safely moored, anchored, has reached the open sea or he has been relieved by another pilot. However, the pilot's presence on board ship does not relieve the master from the responsibility of vessel's safety and of navigation. When a master leaves the bridge he must inform the pilot of the officer who will be responsible for navigation of the vessel during his absence. The person in command must inform the pilot of the precise draft and other particulars necessary for safe pilotage of the vessel.

Incorrect declaration of draft, length, breadth, or tonnage to the pilot will incur a fine of double the pilotage fee.

Regulations

All foreign vessels, when they are within the territorial waters, or when within internal waters of Russia, must observe the rules and regulations set forth for radio communication, navigational, port, customs, sanitary, and other regulations. In the event of an emergency entry into territorial waters, or during an emergency causing non-observance of navigation rules while in these waters, foreign vessels must immediately notify the nearest Russian port authority.

Cables and Pipelines

Regulations concerning submarine cables and pipelines in Russian waters are extended. The protection zones extend to 2.25 miles on each side of a cable, 100m on each side of a pipeline.

In some waterways, the limits of protection zones are marked by beacons and shown on Russian charts. Within these zones, such operations which might interfere with or damage a cable or pipeline are prohibited. Particularly, vessels are prohibited from anchoring, dragging an anchor chain, casting of leadline for sounding, underwater dumping, or seabed excavation.

If a cable is accidentally fouled and brought to the surface by weighing anchor, the cable should not be cut, but carefully cleared without causing a damage, and the incident must be reported by radio or other means to the nearest port authority.

Vessels are required to pass at least 1 mile away from cable-laying vessels and from the buoys marked for damaged cables.

Foreign Warships

A proposal to visit Russian ports should be forwarded through the Russian Ministry of Foreign Affairs, not less than 30 days before the suggested visit. However, this rule does not apply to warships with heads of government or state on board, or to the ships accompanying them.

A ship compelled to approach or enter the Russian territorial waters due to adverse weather or engine failure that threatens the safety of the ship must inform the nearest port with the reason for entry. When circumstances allow, head for a recognized port open to foreign merchant vessels, or approach the area or position indicated by the vessel underway to assist.

Foreign naval vessels entering Russian territorial waters or visiting Russian ports should obtain a copy of regulations from the Russian Ministry of Foreign Affairs. Regulations concerning foreign naval vessels navigating and remaining in the territorial or internal waters of Russia, or visiting Russian ports, are periodically published in Russian Annual Notice to Mariners.

The following signals are used by Russian naval vessels to warn foreign naval submarines that they have violated the regulations by navigating and remaining in Russian territorial or internal waters:

Signal	Meaning
A series of three explosions at 1 minute intervals, followed after an interval of 3 minutes by a second series of 3 explosions.	You have entered the territorial waters of Russia. Come to the surface immediately. If you do not surface you will be fired upon.
An acoustic signal by sonar may be given simultaneously, with the same meaning as above. The signal will consist of five dashes, each dash 3 seconds long, interval between dashes 3 seconds.	

Pollution

Russian regulations prohibit the discharge of oil, oil products, and any other substance or refuse hazardous to human health or to the living resources of the sea. Severe penalties are imposed upon the violators within the territorial and internal waters of Russia.

Failure to inform the nearest Russian authority of accidental or emergency discharge of such substances within the territorial and internal waters of Russia and failure to note the occurrence in the ship's log carry severe penalties. Russian merchant vessels and civil aircraft are instructed to inform Russian authorities of witnessed infringements of the Russian regulations and of the international regulations. Within the territorial and internal waters of Russia, vessels suspected of infringing the regulations are liable to be stopped, boarded, and inspected. If an infringement has taken place within those waters, the vessel is liable to be detained.

Territorial Waters

Waterways off the Arctic coast of Russia lie within the following lines:

From the North Pole, S along 40°E to 72°N;
 Then E to 72°N, 45°E;
 Then SE to 70°N, 50°E;
 Then ESE to a position on the coast close S of Mys Belyy Nos (69°35'N., 60°12'E.);
 Then E along the Arctic coast of Russia to 178°E;
 Then N along 178°E to the North Pole.

Innocent Passage And Entry Into Russian Territorial Waters

Non-military foreign vessels gain advantage of the right of innocent passage through territorial waters as provided by the Russian laws and international treaties. Innocent passage is effected by a vessels transit through territorially claimed areas without entering Russia's internal waters, or by passing through them while enroute to or from Russian ports that are open to foreign vessels. While on innocent passage, vessels must follow the customary navigational course, a course recommended through sea lanes, or as required by established traffic separation schemes.

Any master of a non-military foreign vessel who has violated the rules of innocent passage will be held accountable under Russian legislation.

Economic Zone

The Russian Government claims an Exclusive Economic Zone extending 200 miles seaward from the coastline. Within the exclusive economic zone, the Russian Government intends to control and issue regulations in connection with:

1. Marine exploitation, particularly the conservation of stocks and regulation of catches of anadromic fish.
2. Pollution of the marine environment.
3. Freedom of passage for ships and aircraft through the economic zone is assured.
4. Fishing of anadromic types of fish is permitted only as a result of inter-governmental agreement. Regulations exist for the inspection of vessels suspected of causing pollution, and penalties for infringement exist.

Routes

Northern Sea Route

In May and June of 1978, the Russian icebreaker "Sibir" escorted the merchant ship "Kapitan Myshevskiy" from Murmansk (69°N., 33°E.) to Magadan (59°30'N., 150°30'E.). The route passed N of Novaya Zemlya, Severnaya Zemlya, and Novo Sibirskiy Ostrov, and S of Ostrov Vrangelya.

The Northern Sea Route runs, in its full extent, from Murmansk and Arkhangelsk in the W to Vladivostok, on the Japan Sea, in the E. The route passes from the W limit of the Barents Sea, through the Kara Sea, through the Laptevskiy Sea, to 178°E in the East Siberian Sea.

It is reported (1995) that the Russian Federation has issued more than 180 charts covering the Northern Sea Route. These charts are for use by the international shipping community. A Guide to Navigation along the Northern Sea Route was also published in Russian, with an English version to follow.

Navigational Season

The Northern Sea Route is normally open to navigation from the end of July to the end of October; the dates varying each year with the prevailing ice conditions.

Except for a period of up to 6 weeks, during May and June, when the river ice drifts out, continuous navigation has been made possible, since 1979, with icebreakers along the W part of the route, up to Dudinka (69°24'N., 86°10'E.) on Reka Yenisey.

Icebreaker pilotage is available, on request, for the whole of the Northern Sea Route.

Vessels are required to be ice-strengthened.

Vessels have passed from the Bering Strait to Arkhangel'sk and Murmansk, along the N Siberian coast, from early July to mid-September, but in some years the ice conditions make this passage impossible. The navigational season varies, in length and date, along this route; thus, the season is usually longer in each part of the route than in the route as a whole.

The Barents Sea is navigable up to 75°N and as far E as 50°E by the middle of June. Towards the end of June the W coast of Novaya Zemlya, between Gusinaya Zemlya (71°30'N., 51°40'E) and Poluostrov Admiralteystva (220 miles NNE), begins to clear of ice. The entire W coast of Novaya Zemlya is ice-free in early July, when the whole Barents Sea S of 77°N is navigable.

In some years the ice is so open that vessels may reach Zemlya Frantsa Iosifa, where the sea may be quite free of ice in August, while in other years the islands are quite inaccessible due to ice. Zemlya Frantsa Iosifa was reached in June 1905, a rare occurrence, July and August usually being most convenient for navigation, but navigation is not possible every year.

On an average, every other year a vessel goes through or the vessel has been free of ice reaching the island. Southward of that island, though much heavy pack-ice was about, and young ice rapidly formed in calm weather, which was very rare, it quickly broke up with the first fresh gale, and fast-ice six miles wide did not form before March. Many of the narrower channels and fjords among the islands are perpetually ice-bound, but the larger ones are generally free, at some point, every season. In some channels and harbors the lack of recent information and the scale of the chart make local knowledge essential. The requirement for local knowledge is often stated in the appropriate text and to apply in some measure to all the channels and harbors mentioned, whether stated or not.

Search and Rescue

Emergency Search and Rescue Operations in the Russian territorial waters are normally carried out by the Russian rescue units. Countries having international agreements with the Russian government are given permission to participate in rescue operations in these waters.

Vessels of nations not having such an agreement must apply through their national rescue center to the Russian Rescue Coordination Center in the area in which they intend to participate in rescue operations.

Permission having been granted, the vessel when inside the territorial waters of Russia, can only use those ports and

anchorage designated as open, or the points or areas designated specifically by the Russian Rescue Coordination Center.

Signals

Anchor Signals

Vessels using a kedge anchor show, by day, a red flag, or at night a white light on the anchor cable at half the height of the ship's side. These signals are additional to those prescribed by the International Regulations for Preventing Collisions at Sea.

Submarine Signals

Russian naval vessels display the appropriate International Code Signal to denote that Submarines, which may be submerged, are in the vicinity. In addition, when possible, the escorting vessel transmits appropriate warnings by radio or RT on the international frequency of 500 kHz.

Vessels are cautioned to give a wide berth to any vessel making warning signals. If it is necessary to approach her, vessels should proceed at slow speed until the flag signal is lowered or instructions are given as to a safe course to steer. A good lookout should be kept meanwhile for submarines. Presence of submarines may only be indicated by their periscopes above water. It must not be inferred from the above that submarines exercise only when in company with escorting vessels.

Russian submarines on the surface at night carry only one steaming light, on the superstructure from 3 to 5m above the deck. When traffic is heavy they may exhibit one or two (orange) quick flashing lights.

In restricted waters they may warn approaching vessels to keep clear by exhibiting a flashing light on the appropriate side.

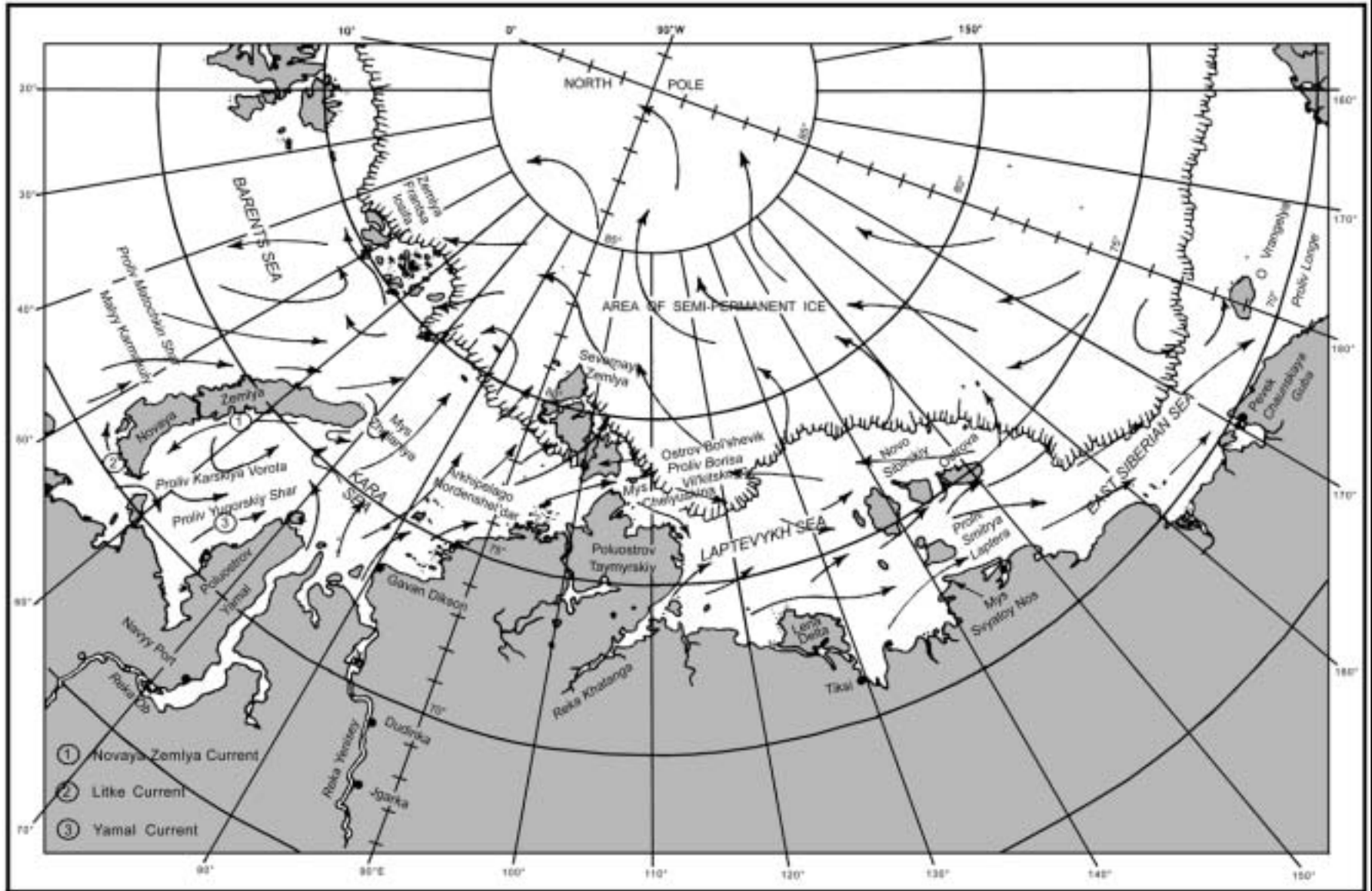
When Russian submarines surface at night, they may exhibit navigation lights and release a float exhibiting a white fixed light before surfacing. The presence of a submerged Russian submarine may be indicated at night by a colored smoke candle or rocket fired from underwater.

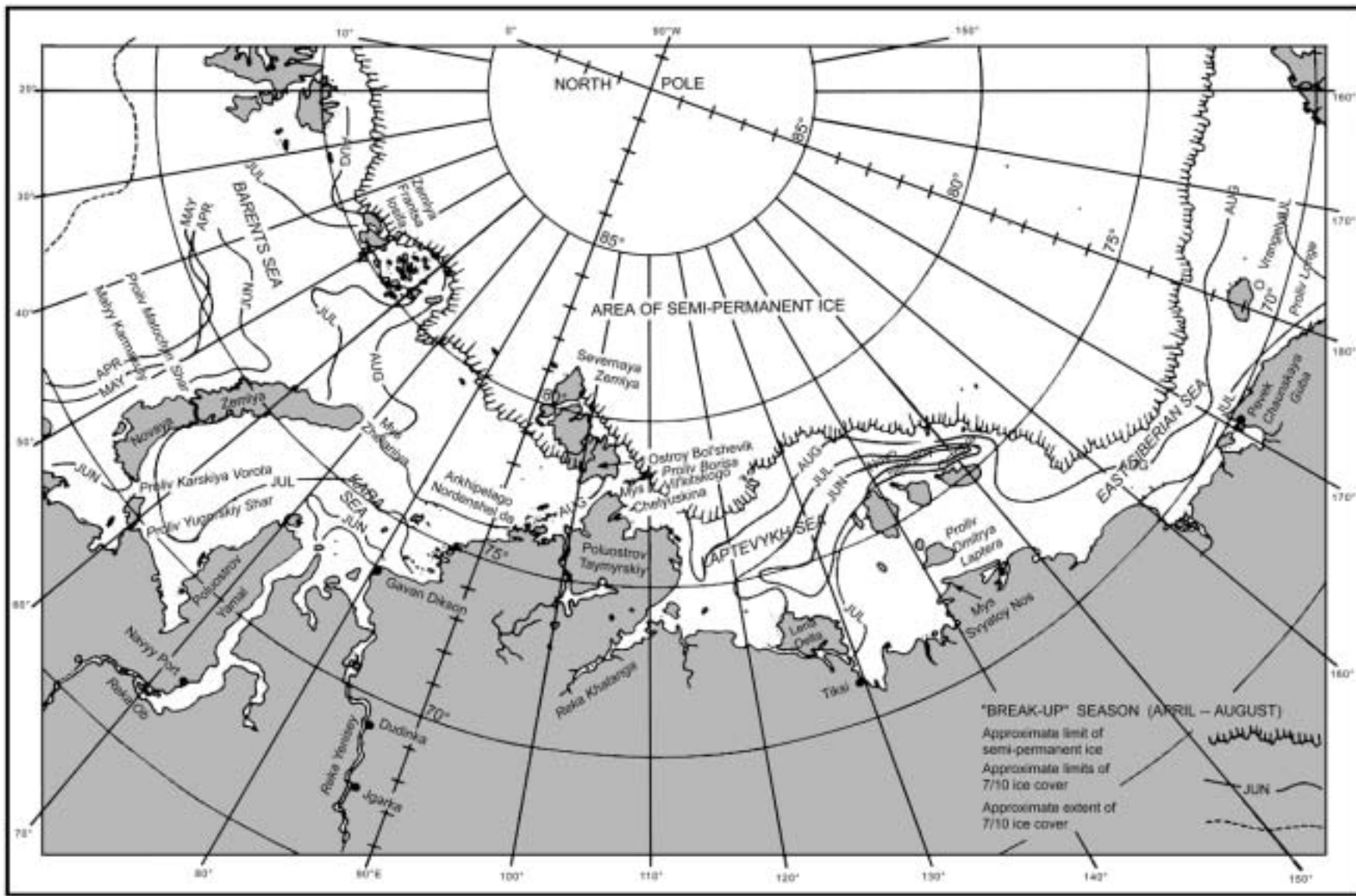
Indicator buoys which a sunken Russian submarine may release to indicate its position are painted red and white in sectors with a black letter H denoting the bow-buoy, or black letter K denoting the stern-buoy; in addition, the buoys exhibit a white quick flashing light.

When an emergency buoy is seen, the accurate position of the buoy and time of sighting must be reported immediately to the nearest Russian authority. Telephone contact should also be established with the submarine by raising and unfastening the cover of the buoy and then removing the receiver of a micro telephone from its rubber case. A call is made by pressing a button in the front part of the rubber container. When a reply is received the button is released and conversation can proceed. It is important to place no strain on the buoy.

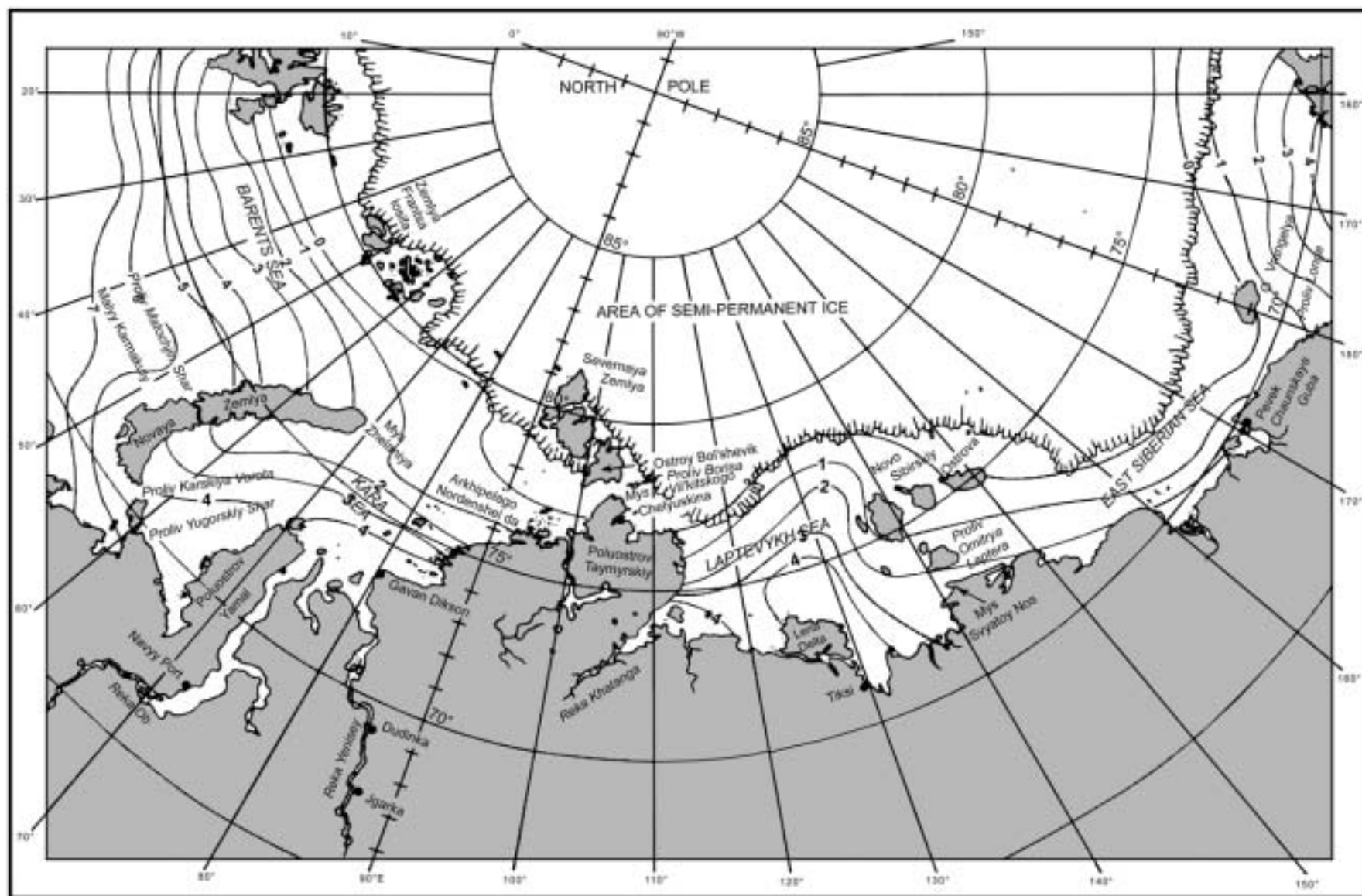
Special Warning Signals

Occasionally, ships may be prohibited to enter certain area of Russia's territorial waters. A warning message is given by warships, guardships, examination vessels, or coastguard stations for certain coastal areas where shipping is closed.



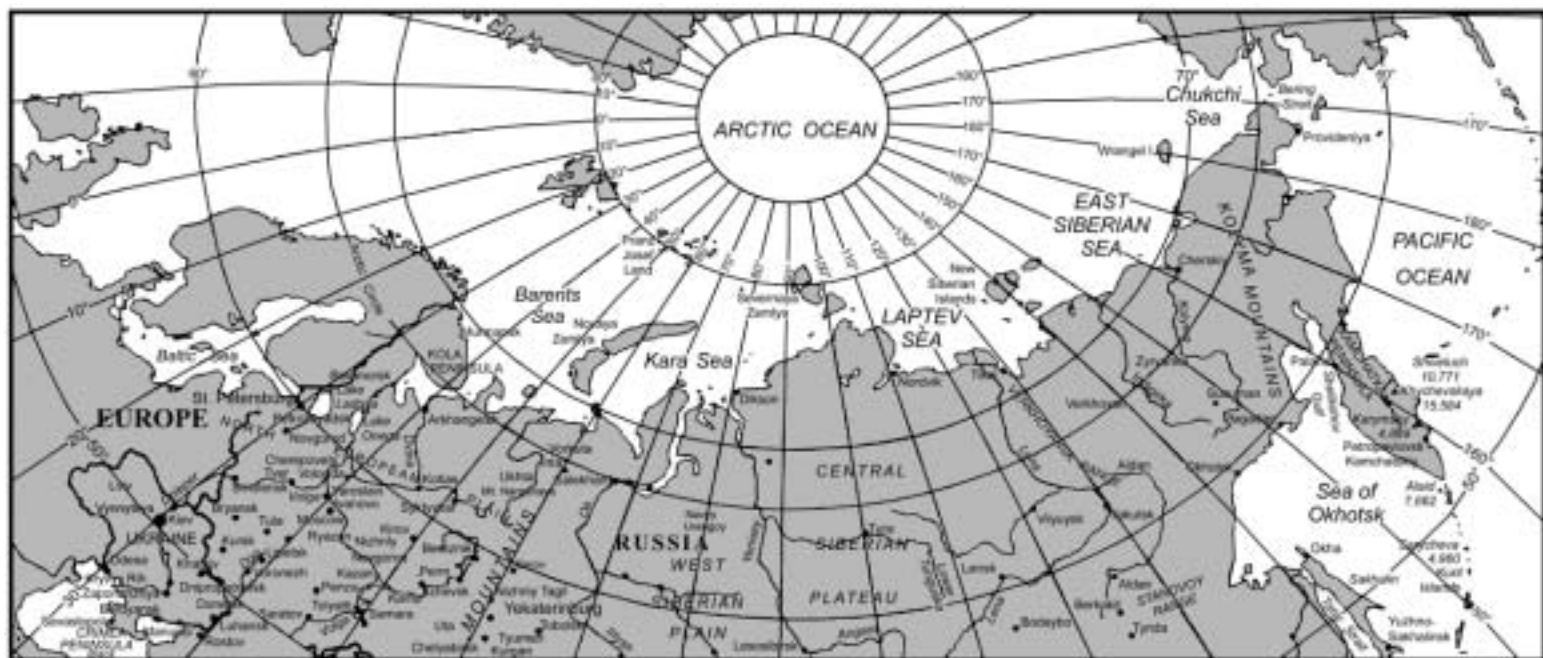


Ice Conditions—April to August



Mean Sea Surface Temperature (°C)—August





Arctic Coast of Northern Russia

Mariners are warned to keep a good lookout on the approaches to territorial waters for any of the above-mentioned vessels which will show the following signals:

By day	A blue triangular flag.
By night	Three blue lights, displayed vertically.

If entry within any area is prohibited, the guardship will show the following signals in addition to the above:

By day	Three red balls displayed vertically.
By night	Three red lights displayed vertically.

A Russian guardship displaying any of the above signals and wishes to stop a vessel will exhibit:

By day	Display from the mast the International Code of Signals flag L (Lima).
By night	Exhibit from the mast two green lights vertically disposed. Ships that have been given either of these signals must stop and remain stopped until permission to proceed is received from the guardship.

If entry area is unrestricted and no special signal or instruction regarding further movements made to an incoming vessel, then proceed by complying with regulation.

If Russian naval vessels are present, and no special warning message were issued for navigation in the area, then proceed by avoiding to pass between the naval vessels.

Tidal Signals

Signals are displayed to indicate the height of the water level above chart datum, in units of 20 cm, as follows:

Day Signal	Night Signal	Meaning
Black cone, point down	White light over green light	Falling water level
Black cone, point up	Green light over white light	Rising water level
Black cone, point down	Green light	Height of water level—1 unit
Black cylinder	Red light	Height of water level—5 units
Black ball	White light	Height of water level—25 units
White cylinder	Red light	Height of water level—0.5 unit

Traffic Signals

Signals regulating entry to and departure from the Russian Federation ports are as follows:

Day Signal	Night Signal	Meaning
Three balls	Three red lights	Entry forbidden due to obstruction
Cone, apex up, between two balls	White light between two red lights	Entry temporarily prohibited-Normal operations
Cone, apex down, above cone, apex up, over ball	Green light above white light over red light	Entry and exit temporarily prohibited-Normal operations
Cone, apex down, above cone, apex up, over cone, apex down	White light between two green lights	Exit temporarily prohibited-Normal operations
Ball between two cylinders	Red light between two white lights	Movement of small warships, launches, boats prohibited in harbor and roads

All signals are disposed vertically; all the day signal shapes are black.

Towing Signals

The following sound signals are used by the vessel being towed:

Signal	Meaning
One long blast	Tow straight ahead or astern (as appropriate)
Two long blasts	Stop engines
One long blast, one short blast	Reduce speed
One short blast, one long blast	Increase speed
One long blast, one short blast, one long blast	Let go or take up tow
One short blast	Tow to starboard
Two short blasts	Tow to port
Three short blasts	Go full speed astern
Three long blasts, one short blast	Tug required
Five or more short blasts	Stop moving immediately

When two tugs are employed, one will be directed by the ship's whistle and the other by oral whistle signals. Signals given by the towed ship must be repeated by the tug.

Time Zone

The boundaries between the zones are irregular; the principal towns in each zone are listed in [Appendix III](#). Daylight Savings Time is observed from the last Sunday in March until the Saturday before the last Sunday in October.

World Time Zone Chart

<http://www.odci.gov/cia/publications/factbook/ref/pdf/802801.pdf>

U.S. Embassy

Location:

Bolshoy Devyatinskiy Pereulok No. 8
121099 Moscow
Russia

Mailing Address:

APO AE 09721

Appendix I

RUSSIAN FEDERATION REGULATED AREAS

The numbers given to the areas and their limits are those promulgated in Russian Federation Notices to Mariners and the positions are referred to the Russian Federation chart datums.

Areas Prohibited for Navigation

Area No. 3.—North coast of Poluostrov Rybachiy.—Lies within the area enclosed by the shore and lines joining:

69°53.0'N, 32°20.0'E
69°54.4'N, 32°24.9'E
69°50.0'N, 32°48.0'E
69°47.0'N, 32°45.0'E

Area No. 125.—West of Ostrov Kil'din.—Lies within the area enclosed by lines joining:

69°20.7'N, 33°46.0'E
69°21.6'N, 33°46.0'E
69°24.0'N, 33°53.5'E
69°20.7'N, 33°53.5'E

Area No. 16.—Proliv Kuvshinskaya Salma (69°18.0'N., 33°24.6'E.)

Area No. 18.—West of line joining Ostrov Sedlovatyy (69°15.4'N., 33°28.8'E.) and Bolshoy Oleniy (69°13.8'N., 33°29.3'E.)

Area No. 19.—Yekaterininskaya Gavan (69°12.1'N., 33°29.3'E.)

Area No. 20.—East of Mys Shurinov within the area enclosed by shore and lines joining:

69°10.8'N, 33°28.8'E
69°10.8'N, 33°31.4'E
69°10.1'N, 33°31.4'E
69°09.4'N, 33°29.9'E
69°09.4'N, 33°29.0'E

Area No. 21.—Guba Vayenga—Lies within the area enclosed by the shore and lines joining:

69°07.0'N, 33°27.4'E
69°06.4'N, 33°25.0'E
69°05.4'N, 33°22.1'E
69°04.8'N, 33°21.4'E

Area No. 23.—Guba Chalpushka (69°03.7'N., 33°14.3'E.) and Guba Roslyakova (69°03.5'N., 33°12.3'E.)

Area No. 25.—Southwest of Mys Pinagoriy, lies within the area enclosed by shore and lines joining:

69°02.5'N, 33°04.4'E
69°02.5'N, 33°04.0'E
69°03.7'N, 33°04.3'E
69°03.2'N, 33°05.4'E
69°03.1'N, 33°05.5'E

Area No. 31.—Approaches to Lumbovskiy Zaliv—Lies within the area enclosed by the shore and lines joining:

67°54.7'N, 40°15.5'E
68°00.0'N, 40°27.6'E
67°48.7'N, 41°02.7'E
67°43.0'N, 40°50.0'E

Area No. 38.—Dvinsky Zaliv—Lies within the area enclosed by the shore and lines joining:

65°06.3'N, 37°22.0'E
65°11.3'N, 37°33.5'E
65°05.0'N, 37°49.5'E
65°01.5'N, 37°41.4'E

Area No. 186.—Dvinsky Zaliv—Lies within the area enclosed by the shore and lines joining:

64°38.1'N, 39°41.8'E
64°40.1'N, 39°34.4'E
64°32.7'N, 39°34.4'E

Area No. 41.—Dvinsky Zaliv—Port Arkhangel'sk—Lies within the area enclosed by the shore and lines joining:

64°31.1'N, 40°33.4'E
64°31.2'N, 40°33.6'E
64°31.1'N, 40°34.0'E
64°31.0'N, 40°33.9'E

Area No. 184.—North of Ostrov Zhizhginshy—Lies within the area enclosed by lines joining:

65°50'N, 36°54'E
65°45'N, 36°44'E
65°48'N, 36°29'E
65°54'N, 36°40'E

Area No. 32.—Kandalakshskiy Zaliv—Lies within the area enclosed by the shore and lines joining:

66°32.4'N, 34°32.1'E
66°29.1'N, 34°27.2'E
66°33.8'N, 34°04.4'E
66°36.4'N, 34°08.3'E
66°37.8'N, 34°22.8'E

Area No. 33.—Lies within the area enclosed by lines joining:

66°30.1'N, 33°45.8'E
66°33.7'N, 33°49.8'E
66°26.0'N, 34°35.4'E
66°22.4'N, 34°31.8'E

Area No. 34.—Lies within the area enclosed by lines joining:

66°35.0'N, 33°59.0'E
66°38.4'N, 34°04.0'E
66°38.7'N, 33°51.8'E
66°37.7'N, 33°50.4'E

Areas Prohibited for Anchoring, Fishing, Dredging, Underwater Explosions, and Navigating with Trailing Anchor

079°	407m
129°	463m
187°	296m
227°	130m

Area No. 67.—Entrance to Kol'skiy Zaliv—Lies within the area enclosed by the shore and lines joining:

69°18.1'N, 33°38.6'E
 69°18.3'N, 33°35.5'E
 69°17.8'N, 33°33.3'E
 69°18.6'N, 33°29.7'E
 69°23.0'N, 33°29.7'E
 69°20.2'N, 33°49.2'E
 69°18.1'N, 33°42.4'E

Area No. 81.—Kol'skiy Zaliv—Northeast of Ostrov Toros, lies within the area enclosed by the circle, with a radius of 0.3 mile, centered on 69°18.9'N, 33°29.4'E

Area No. 82.—Southeast of Ostrov Toros—Lies within the area enclosed by lines joining:

69°17.0'N, 33°30.0'E
 69°17.0'N, 33°28.8'E
 69°17.6'N, 33°28.8'E
 69°17.7'N, 33°30.0'E

Area No. 113.—Entrance to Guba Tyuva—Lies within the area enclosed by lines joining:

69°12.1'N, 33°33.6'E
 69°12.1'N, 33°34.6'E
 69°11.7'N, 33°34.7'E
 69°11.7'N, 33°33.7'E

Area No. 85.—Between Ostrov Sal'nyy and Ostrov Shurinov—Lies within the area enclosed by lines joining:

69°06.7'N, 33°27.0'E
 69°07.3'N, 33°25.0'E
 69°09.6'N, 33°29.6'E
 69°09.6'N, 33°33.2'E
 69°07.9'N, 33°29.8'E
 69°07.7'N, 33°30.3'E

Area No. 114.—South of Mys Retinskiy—Lies within the area enclosed by lines joining:

69°06.9'N, 33°24.0'E
 69°06.8'N, 33°24.7'E
 69°06.5'N, 33°24.2'E
 69°06.6'N, 33°23.5'E

Area No. 84.—South of Mys Karbas—Lies within the area enclosed by lines joining:

69°05.0'N, 33°27.0'E
 69°05.8'N, 33°25.9'E
 69°06.3'N, 33°25.6'E
 69°06.4'N, 33°26.5'E
 69°05.9'N, 33°26.7'E
 69°05.1'N, 33°26.8'E

Area No. 86.—Southeast of Mys Mishukov—Lies within the area enclosed at position points from Mishukov Lighthouse (69°02.6'N., 33°02.8'E.):

345° 74m

Area No. 87.—Southeast of Mys Abram—Lies within the area enclosed at position points from Commercial Port Primary Cargo Area No. 1 Lighted Beacon (68°58.5'N., 33°03.7'E.):

201.5°	1,051m
203.2°	960m
196.5°	9173m
195.7°	1,015m

Area No. 88.—West entrance to Kildinskiy Proliv—Lies within the area enclosed by lines joining:

69°18.9'N, 33°53.6'E
 69°20.5'N, 33°56.4'E
 69°19.7'N, 34°01.1'E

Area No. 182.—Kandalakshskiy Zaliv—Lies within the area enclosed by the shore and lines joining:

66°36.0'N, 34°48.2'E
 66°29.3'N, 34°41.8'E
 66°26.2'N, 34°53.0'E
 66°28.6'N, 34°57.0'E
 66°35.7'N, 34°52.3'E

Area No. 133.—Lies within the area enclosed by the shore and lines joining:

66°33.2'N, 34°27.1'E
 66°30.7'N, 34°22.8'E
 66°32.6'N, 34°15.7'E
 66°35.0'N, 34°20.0'E
 66°35.0'N, 34°23.7'E

Area No. 132.—Lies within the area enclosed by the shore and lines joining:

66°39.4'N, 34°20.0'E
 66°39.0'N, 34°18.0'E
 66°38.0'N, 34°08.0'E
 66°33.0'N, 33°56.0'E
 66°30.2'N, 34°00.0'E
 66°28.5'N, 34°07.2'E
 66°37.0'N, 34°19.4'E
 66°39.4'N, 34°21.0'E

Area No. 167.—Dvinskiy Zaliv; Port Arkhangel'sk—Lies within the area enclosed by lines joining points (from Chizhovskiy Rear Range Lighted Beacon (64°41.7'N., 40°32.3'E.):

026°	722m
020°	945m
031°	1,130m
040°	833m

Area No. 168.—Lies within the area enclosed by lines joining points (from Sredne-Krivyakskiy No. 8 Rear Range Lighted Beacon (64°41.4'N., 40°29.1'E.):

013°	1,018m
353°	1,204m
001°	1,389m

017° 1,204m

Area No. 169.—Lies within the area enclosed by lines joining points (from Povrakul Skiye No. 4 Rear Range Lighted Beacon (64°39.6'N., 40°31.9'E.)):

223.5° 648m
240° 537m
225° 259m
191.5° 518m

Area No. 170.—Lies within the area enclosed by lines joining points (from Birzhevoy Lighted Beacon (64°37.8'N., 40°31.1'E.)):

010° 648m
003.5° 1,018m
020° 1,185m
031° 833m

Area No. 171.—Lies within the area enclosed by lines joining points (from Amosovskiye Rear Range Lighted Beacon (64°37.1'N., 40°29.6'E.)):

348° 685m
343° 888m
358.5° 945m
005° 778m

Area No. 172.—Lies within the area enclosed by lines joining points (from the same lighted beacon as in Area 171 above):

274.7° 296m
274° 611m
307° 778m
321.5° 574m

Area No. 109.—Lies within the area enclosed by lines joining points (from Khabarovskiye Rear Range Lighted Beacon (64°34.8'N., 40°28.7'E.)):

034.5° 407m
092° 926m
094.5° 1,148m
123.5° 1,463m
136.5° 963m
151° 630m
202° 333m

Area No. 110.—Lies within the area enclosed by lines joining points (from Khecheminskiye Rear Range Lighted Beacon (64°30.8'N., 40°30.9'E.)):

320° 1.63 miles
332° 1.51 miles
354.5° 1.48 miles
356.5° 1.36 miles
333° 1.31 miles
312° 1.54 miles
312.5° 1.62 miles

Area No. 174.—Lies within the area enclosed by lines joining points (from the same lighted beacon as in Area No. 110 above):

284° 3.38 miles
286° 3.80 miles

293.5° 3.53 miles
290.5° 3.18 miles

Area No. 175.—Lies within the area enclosed by lines joining points (from the same lighted beacon as in Area No. 110 above):

069° 1.01 miles
053.5° 1.28 miles
069° 1.87 miles
089.5° 1.62 miles

Area No. 176.—Lies within the area enclosed by lines joining points (from Obratnyye Tralbazovskiye Podkhodnyye Rear Range Lighted Beacon (64°29.9'N., 40°38.6'E.)):

355° 796m
341° 1,185m
001° 1,482m
022° 1,408m

Area No. 177.—Lies within the area enclosed by lines joining points (from the same lighted beacon as in Area No. 176 above):

274.5° 1.08 miles
281° 1.17 miles
295° 1,537m
290.5° 1,278m

Area No. 183.—East of Ostrov Zhizhginskiy—Lies within the area enclosed by shore and lines joining:

65°10.0'N, 37°00.0'E
65°11.5'N, 37°00.0'E
65°13.0'N, 36°53.2'E
65°11.9'N, 36°52.4'E
65°12.0'N, 36°49.9'E

Then continuing E and N along the coast of Ostrov Zhizhginskiy:

65°12.6'N, 36°49.3'E
65°18.9'N, 36°49.3'E
65°18.9'N, 37°06.1'E
65°15.9'N, 37°06.9'E
65°15.0'N, 37°15.5'E
65°11.0'N, 37°32.7'E
65°07.1'N, 37°23.7'E
65°10.4'N, 37°06.6'E
65°09.7'N, 37°05.9'E

Area No. 102.—Terskiy Bereg—Lies within the area enclosed by the shore and lines joining:

67°43.7'N, 40°54.8'E
67°45.5'N, 40°56.8'E
67°44.6'N, 41°00.6'E
67°42.8'N, 40°54.8'E

Area No. 103.—Terskiy Bereg—Lies within the area enclosed by lines joining:

67°24.0'N, 41°08.6'E
67°30.0'N, 41°04.8'E
67°30.0'N, 41°07.6'E
67°24.0'N, 41°11.6'E

Area No. 104.—Terskiy Bereg—Lies within the area enclosed by lines joining:
 67°08.8'N, 41°26.1'E
 67°05.3'N, 41°28.0'E
 67°04.7'N, 41°26.4'E
 67°08.0'N, 41°24.6'E
 67°08.0'N, 41°23.8'E
 67°08.7'N, 41°23.5'E

Area No. 105.—Terskiy Bereg—Lies within the area enclosed by lines joining:
 67°00.6'N, 41°24.2'E
 66°55.0'N, 41°25.9'E
 66°55.0'N, 41°23.7'E
 66°58.0'N, 41°22.7'E
 66°58.4'N, 41°20.5'E

Area No. 106.—Terskiy Bereg—Lies within the area enclosed by the shore and lines joining:
 66°11.3'N, 39°33.0'E
 66°09.0'N, 39°44.3'E
 66°08.4'N, 39°41.8'E
 66°10.8'N, 39°31.5'E

Area No. 107.—Terskiy Bereg—Lies within the area enclosed by lines joining:
 66°10.7'N, 39°28.4'E
 66°10.7'N, 39°30.5'E
 66°05.5'N, 39°28.8'E
 66°05.5'N, 39°26.6'E

Area No. 108.—Ostrov Solovetskiy—Lies within the area enclosed by lines joining:
 65°01.0'N, 35°29.3'E

65°01.8'N, 35°29.2'E
 65°01.6'N, 35°39.4'E
 65°01.0'N, 35°38.0'E

Area No. 111.—Onezhskiy Zaliv—Lies within the area enclosed by lines joining:
 64°35.2'N, 35°53.8'E
 64°35.2'N, 36°09.5'E
 64°44.1'N, 36°09.5'E
 64°44.1'N, 35°43.5'E
 64°41.3'N, 35°43.5'E

Areas for Dumping Explosives

Anchoring, Trawling and Operations with Explosives are Not Recommended in These Areas.

Area No. 120.—North of Ostrov Solovetskiy—Lies within the area enclosed by lines joining:
 65°45.5'N, 36°00.0'E
 65°49.0'N, 36°12.0'E
 65°45.5'N, 36°12.0'E

Area No. 121.—Northeast of Ostrov Solovetskiy—Lies within the area enclosed by lines joining:
 65°20.0'N, 36°30.0'E
 65°30.0'N, 36°30.0'E
 65°30.0'N, 36°50.0'E
 65°20.0'N, 36°50.0'E

Area No. 134.—Northwest of Ostrov Kolguyev—Lies within the area enclosed by a circle, with a radius of 7 miles, centered on 69°34.2'N, 47°56.5'E

Appendix II

FORMER MINE AREAS

Prohibited Anchorage—Mined Areas open to surface navigation.—Mine areas previously published in NEMEDRI (withdrawn in 1974) documented lists of known areas where mines were laid during WWII. These areas are now generally known to be safe for surface navigation; however, all mine areas are still considered dangerous for anchoring, trawling, and dragging of anchor.

Area No. 5.—Northeast of Poluostrov Rybachiy within the area enclosed by lines joining:

70°12'N, 33°00'E
 70°12'N, 34°00'E
 69°58'N, 34°00'E
 69°58'N, 34°40'E
 69°49'N, 34°40'E
 69°39'N, 34°50'E
 69°35'N, 34°44'E
 69°45'N, 33°35'E
 69°51'N, 33°35'E
 69°54'N, 33°00'E

Area No. 1.—Northwest of Ostrov Kil'din enclosed by the shore, by 69°21'N and 69°29'N and by 33°30'E and 34°10'E.

Area No. 78.—Northeast of Mys Ostraya Ludka within the area enclosed by lines joining:

67°23.9'N, 41°12.0'E
 67°23.9'N, 41°35.0'E
 67°30.9'N, 41°35.0'E
 67°30.9'N, 41°12.0'E

Area No. 79.—Northeast of Reka Pony within the area enclosed by the shore and lines joining:

67°15.9'N, 41°05.6'E
 67°15.9'N, 42°00.0'E
 67°12.1'N, 42°00.0'E
 67°11.7'N, 41°48.0'E
 66°59.9'N, 41°48.0'E
 66°59.9'N, 41°45.0'E
 66°56.9'N, 41°45.0'E
 66°56.9'N, 41°29.6'E
 66°59.2'N, 41°20.6'E

Area No. 52.—Northwest of Ostrov Morzhovets within the area enclosed by lines joining:

66°59.9'N, 41°45.0'E
 66°59.9'N, 42°20.0'E
 66°49.9'N, 42°20.0'E
 66°49.9'N, 41°45.0'E

Area No. 51.—Kandalakshskiy Zaliv—Lies within the area enclosed by lines joining:

66°34.0'N, 33°34.5'E
 66°39.5'N, 33°42.2'E
 66°41.5'N, 33°33.7'E
 66°35.9'N, 33°26.0'E

Area No. 80.—West of Ostrov Mud'yugskiy within the area enclosed by lines joining:

64°56.4'N, 40°03.7'E
 64°57.1'N, 40°07.5'E
 64°54.6'N, 40°10.0'E
 64°54.0'N, 40°06.1'E

Area No. 80A.—South of Ostrov Mud'yugskiy, within the area enclosed by lines joining:

64°51.0'N, 40°15.0'E
 64°50.0'N, 40°17.1'E
 64°50.4'N, 40°17.8'E
 64°51.2'N, 40°15.6'E

Area No. 55.—Mys Kanin Nos—Lies by the shore and within the area enclosed by lines joining:

68°40.1'N, 43°23.9'E
 68°45.1'N, 43°23.9'E
 68°45.1'N, 41°59.9'E
 68°38.4'N, 41°59.9'E
 68°25.1'N, 42°41.9'E
 68°25.1'N, 43°53.9'E

Area No. 57.—Between Ostrov Kolguyev and Poluostrov Kanin—Lies by the shore and within the area enclosed by lines joining:

68°32.4'N, 45°11.9'E
 69°01.9'N, 45°11.9'E
 69°01.9'N, 48°13.3'E
 68°42.5'N, 48°29.4'E
 68°39.9'N, 48°29.9'E
 68°39.9'N, 47°05.9'E
 68°21.9'N, 47°05.9'E
 68°21.9'N, 46°03.9'E

Area No. 68.—Northwest of Ostrov Kolguyev bounded by the shore and within the area enclosed by lines joining:

69°16.0'N, 48°20.1'E
 69°16.0'N, 47°53.9'E
 69°56.0'N, 47°53.9'E
 69°56.0'N, 49°05.9'E
 69°44.0'N, 49°08.5'E
 69°29.7'N, 49°15.1'E

Area No. 75.—North of Ostrov Sengeyskiy—Lies within the area of the shore and enclosed lines joining:

68°29.2'N, 51°20.9'E
 68°42.1'N, 51°20.9'E
 68°42.1'N, 50°38.9'E
 68°28.1'N, 50°38.9'E
 68°28.1'N, 51°02.2'E

Area No. 74A.—West of Poluostrov Russkiy Zavorot—Lies within the area enclosed by the shore and lines joining:

68°55.7'N, 51°58.7'E
 68°55.7'N, 53°11.9'E
 68°50.6'N, 53°11.9'E

68°46.4'N, 52°56.1'E

68°46.4'N, 51°58.7'E

Area No. 74.—Lies within the area enclosed by lines joining:

68°55.7'N, 51°58.7'E

69°05.7'N, 51°58.7'E

69°05.7'N, 53°11.9'E

68°55.7'N, 53°11.9'E

Area No. 76.—North of Poluostrov Russkiy Zavorot—Lies within the area enclosed by lines joining:

69°04.4'N, 53°58.4'E

69°12.4'N, 53°58.4'E

69°12.4'N, 54°36.4'E

69°04.4'N, 54°36.4'E

Area No. 69.—North of Gulyayevskiy Koshki—Lies within the area enclosed by lines joining:

69°09.4'N, 55°27.1'E

69°09.4'N, 55°52.9'E

68°53.4'N, 55°52.9'E

68°53.4'N, 55°42.9'E

69°01.7'N, 55°27.1'E

Area No. 77.—North of Ostrov Pesyakov—Lies within the area enclosed by lines joining:

68°57.9'N, 57°47.1'E

68°52.1'N, 58°00.1'E

68°47.0'N, 57°36.4'E

68°50.9'N, 57°27.1'E

68°53.4'N, 57°27.1'E

Area No. 62.—West part of Proliy Yugorskiy Shar—Lies within the area enclosed by the shore and lines joining:

69°39.2'N, 59°59.2'E

69°39.9'N, 60°10.1'E

69°33.1'N, 60°10.1'E

69°24.9'N, 59°37.1'E

69°24.9'N, 59°10.1'E

69°36.4'N, 59°10.1'E

69°43.1'N, 59°27.1'E

69°43.1'N, 59°36.1'E

Area No. 72.—Entrance to Obskaya Guba—Lies within the area enclosed by the shore and boundary lines, as follows:

N boundary—lines joining:

73°00.6'N, 73°07.4'E

73°09.8'N, 71°40.5'E

72°39.2'N, 72°56.5'E

S boundary—lines joining:

72°12.0'N, 72°42.8'E

72°12.0'N, 74°02.4'E

Area No. 53.—Bolshaya Srednyaya Koshka—Lies within the area enclosed by lines joining:

66°59.9'N, 41°48.2'E

67°02.9'N, 43°29.4'E

67°14.9'N, 43°33.4'E

67°12.1'N, 42°00.0'E

Appendix III

Russia—Time Zones			
Zone	City	Standard Time	Daylight Savings Time
0	Kaliningrad	BRAVO (-2)	CHARLIE(-3)
1	Moscow, St. Petersburg, Arkhangelsk, Astrakhan	CHARLIE(-3)	DELTA (-4)
2	Samara, Izhevsk	DELTA (-4)	ECHO (-5)
3	Perm, Amderna, Novyy Port	ECHO (-5)	FOXTROT (-6)
4	Omsk, Novosibirsk	FOXTROT (-6)	GOLF (-7)
5	Norilsk, Kyzyl, Dikson	GOLF (-7)	HOTEL (-8)
6	Bratsk, Irkutsk, Ulan-Ude	HOTEL (-8)	INDIA (-9)
7	Yakutsk, Chita, Tiksi	INDIA (-9)	KILO (-10)
8	Vladivostok, Khabarovsk, Okhotsk	KILO (-10)	LIMA (-11)
9	Magadan, Yuzhno	LIMA (-11)	MIKE (-12)
10	Petropavlovsk, Pevek	MIKE (-12)	XRAY (-13)